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SUBJECT	Construction 25X1C	on of the Warsa	w Subway			NO. OF PAGE	S ::	
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REPORT NO.

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- 1. Two construction companies are working on the Marsaw subway under the sutherity of the Main Administration for the Construction of the DWAY which has offices on Trzech Krzyzy Square. The firms are Metro Budowa, with offices at Ulica Kowia, Marsaw-Praga, and the Marsaw branch of the Shaft Construction Company of Bytom. The former has understoned the construction of 21 shafts, and the latter is to build five shafts. The Main Administration issues blueprints, supervises the work being done and the use of equipment it owns, and recruits technicians for the subordinate companies.
- Praga side of the Swierczewskiego bridge beside the Mosty interum railway station. Shaft 3a is in Praga, east from the Wilenski railroad station. Shaft 3s is on the other side of the Vilenski railroad station, on Ulica Targowa in the direction of the Vistula; 4s is a the back part of the streetcar station on the Vistula. Shaft 4a is the right bank of the Vistula at Mariensztat. Shaft 22, in construct on for several months, is at Ulica Marszalkowska and Ulica Krolews in the Bacon Garden. On 14 August 1952, Shaft 4s was 35 meters appoint the blueprints specify 63 meters depth. Work on the tunnels for Shafts 3s and 5s started in the autumn of 1951. By August, only meters had been dug. Mater seepage makes the work very difficult shafts with are equipped with freezing equipment, the work process at a fast pace; there are, however, only a few shafts so equipped. In Shaft 4a, excavation had reached a depth of 67 meters.
- Not all shafts worked on by the Metro Budowa company have been stated; in some cases, preparations are still being made. Work is proceeding in 18 of the 26 tunnels; in the others it has not yet begun for have equipment or labor.

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h, Tork norms are similar for laborers in shafts with freezing equipment in those without. Workers in the ill-equipped tunnels cannot work anger than one hour at a time. They return to the surface wet and old, unable to continue. They are unable to fulfill their norms and interfore receive very meager wages. The norm for one man per day is dig one centimeter from the shaft. Norms are figured collectively. The present of the continue of the co

- 5. Ash tunnel needs four shifts of sub-surface workers. Above ground, he work is done in three shifts a day. On employment, each laborer arms a paper committing him not to disclose the secrets of the sub-say construction. Violation brings a minimum penalty of three years apprisonment.
- 6. The authorized strength of a shaft crew is:

shaft foreman
relief foreman
rhief foreman
rtorage worker
reezing equipment workers (three shifts)
compressor workers (three shifts)
relevator operators (three shifts)
rurfage workers (three shifts)
rurfage workers (three shifts)

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Attachment

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WARSAW SUBWAY

